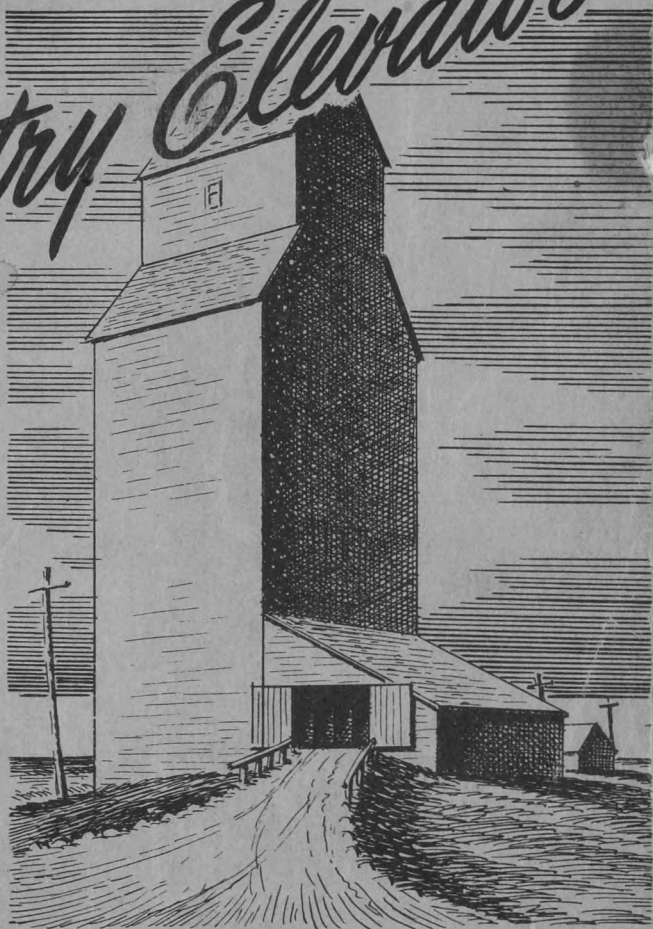


THE FARMER AND THE

Country Elevator



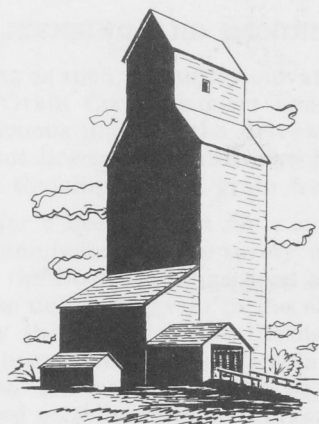
PUBLISHED UNDER
AUTHORITY OF THE
DEPARTMENT OF
TRADE AND COMMERCE
RT. HON. C. D. HOWE, Minister
W. M. FREDERICK BULL,
Deputy Minister



ISSUED BY
THE BOARD OF GRAIN COMMISSIONERS FOR CANADA
WINNIPEG, CANADA
1953



THE FARMER and the COUNTRY ELEVATOR



Board of Grain Commissioners for Canada
Winnipeg — — **Manitoba**

THE FARMER AND THE COUNTRY ELEVATOR

THE CANADA GRAIN ACT

The Canada Grain Act administered by the Board of Grain Commissioners, is the Federal Statute which regulates the handling of Western grain from delivery by producers to discharge into vessels for export or into domestic mills or other manufacturing plants. The procedure for handling grain at country elevators is laid down in the Act and the Regulations made by the Board under the Act. The purpose of this booklet is to make available, in simple and concise form, to all grain producers in Western Canada, the details of the handling of grain through country elevators.

LICENSING AND BONDING

Before operating as such, a country elevator must be licensed by the Board of Grain Commissioners and the actual license posted in a conspicuous place in the driveway to the elevator. If an elevator is not licensed, the railways are prohibited from providing cars for the shipment of grain from such elevator.

The applicant for a license must file a surety bond with the Board of Grain Commissioners. The surety under this bond can be called upon by the Board to make good any loss suffered by a producer who has delivered grain to the elevator, if such loss was occasioned by the failure of the licensee or his agent to comply with the provisions of The Canada Grain Act, or the Board's Regulations. The surety can also be called upon to pay any penalty imposed on a licensee for a breach of the provisions of the Act or Regulations.

HOURS OF OPERATION

Country elevators receive grain at all reasonable hours upon which the elevator is open. At most points country elevators observe the local regulations covering half-day closing once a week.



RIGHTS AND PRIVILEGES OF PERSON DELIVERING GRAIN

Anyone delivering grain to a licensed public country elevator has the following rights and privileges:

1. To read Regulations Nos. 18 and 21 of the Board of Grain Commissioners, relating respectively to "Procedure—Country Elevators" and "Maximum Tariff of Charges and Shrinkage Allowance, Country Elevators", which are posted in the driveway to the elevator.

2. To refer to the official handbook issued by the Board on the "Sale and Handling of Grain through a Country Elevator", a copy of which is available in every licensed public country elevator.

3. To receive full facilities to verify the correct weight of the grain delivered as the same is being weighed.

4. To request the agent to make the proper tests for dockage in his presence.

5. If there is in the elevator storage accommodation for grain of the variety and grade of the grain in question and such accommodation is of the character desired, to obtain storage of the grain delivered.

6. If storage is obtained, to receive an elevator receipt for the grain delivered where the agent and the person delivering the same agree as to its grade and the proper dockage therefrom or, where they do not so agree, to receive an interim elevator receipt and to have a sample of such grain submitted for the establishment of its grade and dockage by the Chief Grain Inspector or an Inspector in charge at an inspection point.

7. If the elevator agent agrees to purchase the grain, to sell to the elevator the grain delivered.

8. If the elevator agent purchases the grain, to receive an ordinary cash purchase ticket where the agent and the person delivering the same agree as to its grade and the dockage therein or, where they do not so agree, to receive an interim cash purchase ticket and to have a fair and proper sample of such grain submitted for the establishment of its grade and dockage by the Chief Grain Inspector or an Inspector in charge at an inspection point.

9. If the elevator agent agrees to provide separate bin accommodation, to obtain storage of the grain in a separate bin, to receive a special bin elevator receipt and to have a sample preserved for submission to and examination by the Chief Grain Inspector in case of a dispute.

10. At elevators equipped to clean grain, if storage is available and if a request for cleaning would not prevent the receipt of other grain, to request cleaning of the grain and to receive a special bin elevator receipt or a cleaning receipt as the case may require.

11. To lock and retain the key of the sample box containing a sample of his grain that is being stored in a special bin or that is being stored or sold subject to inspector's grade and dockage.

12. Where grain is stored or sold subject to inspector's grade and dockage and the report of the inspecting officer is received, to surrender his interim elevator receipt or interim cash purchase ticket and receive an ordinary elevator receipt or cash purchase ticket, as the case may be, for the grade and dockage specified by the inspector.

OBLIGATIONS OF A COUNTRY ELEVATOR OPERATOR



The operator of a licensed public country elevator is obligated under The Canada Grain Act—

1. To receive grain for storage without discrimination and in the order in which it is offered at the elevator at all reasonable hours upon which the elevator is open, provided there is in the elevator:

- (a) available storage accommodation for grain of the variety and grade of such grain, and
- (b) storage accommodation of the kind required.

2. To sign and deliver to the person by whom grain is delivered into an elevator, for each lot or parcel of grain, one of the following six tickets:

Cash Purchase Ticket	Special Bin Elevator Receipt
Interim Cash Purchase Ticket	Interim Elevator Receipt
Ordinary Elevator Receipt	Cleaning Receipt

and to enter on such receipts and tickets all details called for by the form.

3. To afford full facilities to any person by whom grain is delivered to verify the correct weight of the grain as the same is being weighed.

4. To keep posted in a conspicuous place in the driveway to the elevator—

(a) the licence to operate the elevator.

(b) the Board's Regulations Nos. 18 and 21.

(c) a bin diagram.

and to keep available for reference by producers, a copy of the handbook issued by the Board on the "Sale and Handling of Grain through a Country Elevator."

5. To draw proper samples of special bin and subject to inspector's grade and dockage grain in accordance with the provisions of the Board's Regulation No. 18, and place such samples in a locked cabinet, the key being retained by the agent.

6. To forward jointly with the owner, a portion of the sample of subject to inspector's grade and dockage grain to the Chief Grain Inspector, or the Inspector in charge at an inspection point, in accordance with the provisions of the Board's Regulation No. 18.

7. To forward to the Chief Grain Inspector, or the Inspector in charge at an inspection point, the sample of special bin grain if the owner of the grain or his agent is dissatisfied with the grade placed on the grain when it was shipped, or in case of dispute as to the fulfilment of the manager's obligation to keep such grain separate from other grain.

8. To make tests for dockage to the nearest half of one per cent in the presence of the owner of the grain when so requested.

9. To maintain in good condition, the different kinds of sieves and equipment for cleaning grain as specified in the Board's Regulation No. 18.

NOTE: A public country elevator operator is not obligated to receive grain which has become or is in such a condition that it is likely to become out of condition.



SALE AND PURCHASE OF GRAIN

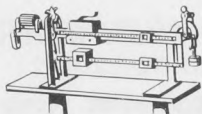
The Canada Grain Act does not impose on the manager or operator of a country elevator any legal obligation to purchase all or any grain offered for sale. However, once an elevator agent has agreed to purchase any grain, such grain must be handled in accordance with the provisions of The Canada Grain Act and regulations thereunder.

SPECIAL BIN STORAGE

Special bin storage is normally used by a producer who has at least a carload of grain and wishes to retain the identity of the grain so that it can be shipped forward intact and sold on the basis of the grade given when the car is officially sampled and graded at an inspection point en route to a terminal elevator. Special bin storage is used extensively for shipping forward carlots of malting barley which have been accepted by a malting company. It may also be used for carlots of grain, the grade of which the producer and the operator may be unable to agree upon. The producer can take redelivery at the country elevator of his own identical grain if it is stored in a special bin.

GRADED STORAGE

To conserve space in an elevator, all the different lots of grain of the same grade, unless delivered for storage in a special bin, are binned together in the same bin or bins. The identity of the different lots is lost and the holder of the graded storage ticket is not entitled to the return of his own identical grain. He is only entitled to the return of grain of the grade and weight shown on the receipt.



DELIVERY PROCEDURE



When a producer drives his truckload of grain into the driveway of the elevator, he should tell the elevator agent what he wishes to do with the grain; that is, whether he wishes to store or sell. The agent then will examine a sample of the grain to ascertain whether the grain is of a kind and grade that he can then receive.

If the Agent has storage accommodation of the kind required or he agrees to buy the grain, he will weigh the loaded truck which is standing on the scale. The Canada Grain Act requires that all grain received into a country elevator must be weighed. The agent must afford full facilities to any person delivering grain to verify the correct weight of the grain delivered at the time the grain is being weighed. Producers should read the weight registered on the scale beam.

After entering on the ticket the gross weight, which is the weight of the grain plus the weight of the truck, the agent will elevate the front end of the truck to permit the grain to run into the pit. While the grain is running out of the truck, the agent will, from time to time, take a sample from the grain stream. These samples should be mixed in a tin or pail to give a representative sample of the lot of grain.

The agent then weighs out five hundred grams (or 1 lb.) on a small dockage scale and proceeds to clean the grain over the proper sieves as laid down in the Board's Regulation No. 18, to establish the percentage of dockage to be deducted from the gross weight of the grain. This cleaning to establish dockage should be done in the presence of the person delivering the grain.

The empty truck is then weighed and the weight entered on the ticket opposite the notation "Wagon Weight". Subtracting the wagon weight from the gross weight gives the weight of the grain unloaded. The shrinkage allowance specified in the Board's Regulation No. 21 is deducted from the weight of the grain unloaded and from this new total the dockage is deducted, leaving the net weight of grain to be accounted for by the elevator agent to the person who delivered the grain.

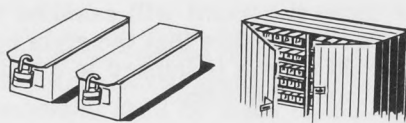
All the necessary details are then entered on the right-hand portion of the ticket and the grade shown in the space provided on all tickets but special bin tickets.

On the special bin tickets the number of the bin in which the grain is to be binned must be shown.

On the interim cash tickets and interim elevator receipts, the identification mark of the sample taken must be shown as well as the grade the agent considers the grain should be graded.

After completing the ticket or receipt by his signature, the agent will hand the receipt or ticket to the person delivering the grain. The person delivering the grain should check all the entries made on the ticket or receipt and discuss with the agent,

any point on which he is not satisfied or which he does not understand.



SAMPLES OF SUBJECT TO INSPECTOR'S GRADE AND DOCKAGE GRAIN AND SPECIAL BIN GRAIN

Particular attention must be paid by the agent to the preservation of samples of all grain taken in "subject to inspector's grade and dockage" or for "special binning". The procedure for this is laid down in detail in the Board's Regulation No. 18. From the sample taken while the grain is being unloaded into the pit, a portion should be placed in a receptacle provided by the elevator operator. This receptacle must be secured by a padlock which the owner of the grain provides and the key of which he retains.

The receptacle or receptacles, after being locked by the owner of the grain, are kept by the elevator agent in a locked cabinet or store-room, the key of which is kept by the elevator agent.



SUBMISSION OF SAMPLES OF SUBJECT TO GRADE AND DOCKAGE GRAIN TO CHIEF GRAIN INSPECTOR OR INSPECTOR-IN-CHARGE

A fair and proper sample of at least two pounds in weight is drawn in the presence of the owner of the grain from the receptacle and forwarded jointly within three days by the owner of the grain and the manager or operator of the country elevator, in a suitable container, properly tied and sealed and marked "Subject to Inspector's Grade and Dockage", to the Chief Grain

Inspector or the Inspector-in-charge of any inspection point, and must be accompanied by a request in writing of either or both parties aforesaid that the Chief Inspector or the Inspector-in-charge of the inspection point will examine the sample and report on the grade and dockage that the grain is, in his opinion, entitled to and would receive if shipped to a terminal point and subjected to an official inspection.

When it is desired that an official test be made as to the moisture content of any grain, a sample not less than eight ounces in weight must be forwarded in a metal air-tight container to the Chief Inspector or the Inspector-in-charge of any inspection point. This sample will be placed in the air-tight container immediately the sample is taken from the bulk of the grain which the sample represents.

The Chief Inspector or the Inspector-in-charge of an inspection point will, as soon as practical, make out in writing a statement of his decision and forward a copy thereof by mail, to each of the parties concerned.

The decision of the Chief Inspector in all such cases is final.

SUBMISSION OF SAMPLES OF SPECIAL BIN GRAIN

The owner of special bin grain if not satisfied with the official grade placed on his grain or who considers that the identity of his grain has not been preserved, may request the agent to forward the sample of his grain to the Chief Grain Inspector. This request must be made within fifteen (15) days after the owner receives the inspection certificate. The agent and the owner jointly forward the locked sample box, charges prepaid, to the Chief Grain Inspector. The box must be plainly marked "Special Bin Grain."

The owner forwards the key of the lock on the box under separate cover to the Chief Grain Inspector.

The Agent informs the Chief Grain Inspector by letter that the sample has been forwarded and requests him to compare this sample with the sample taken from the car by the Inspection Branch, and to state whether, in his opinion, the identity of the grain has been preserved.

The Chief Grain Inspector will compare the two samples of grain and advise the agent and the owner of the grain of his opinion as to whether or not the identity of the grain has been

preserved. In cases where the Chief Grain Inspector is of the opinion that the identity has not been preserved, he will inform the parties concerned of the grade of the sample forwarded from the elevator.

If, after receipt of this advice from the Chief Grain Inspector, the owner of the grain and the agent cannot come to an amicable settlement, a complaint shall be made to the Board by either of the parties concerned and the Board shall make an order for settlement.



TICKETS AND RECEIPTS



The tickets and receipts issued at country elevators in respect of grain delivered to such elevators must be in the form set out in The Canada Grain Act or the Regulations of the Board.

A ticket or receipt must be issued by the agent for every lot or parcel of grain received into the elevator. The ticket or receipt must be issued at the time the grain is delivered.

It is a breach of the provisions of The Canada Grain Act punishable on summary conviction by imprisonment for not more than six months, or by a fine not exceeding two hundred dollars for an agent at a country elevator to issue a cash purchase ticket or elevator receipt in respect of any grain which has not actually been delivered at and received at such country elevator.

The Canada Grain Act requires every licensee of a country elevator to keep available for use at all times, a supply of all such forms of tickets and receipts he is authorized to use.

Five different forms are authorized by The Canada Grain Act. The Board requires these forms to be of different colours as follows:

Special Bin Elevator Receipt	Pink
Ordinary Elevator Receipt	
(Graded Storage Receipt)	Blue
Interim Elevator Receipt	
(Subject to Grade and Dockage)	Green
Cash Purchase Ticket	White
Interim Cash Purchase Ticket	Yellow

SPECIAL BIN ELEVATOR RECEIPTS

These Receipts are issued for grain delivered for storage in a special bin, when the agent has agreed to provide such a bin. The holder of the receipt is liable for the elevation and storage charges specified in the Board's Regulation No. 21.

The grain is not graded by the elevator operator but a sample is drawn satisfactory to producer and agent for submission to the Chief Grain Inspector in case of dispute as to the grade or as to the fulfilment of the manager's obligation to keep such grain separate from other grain.

On surrender of the receipt or receipts and on payment of all lawful charges, the holder is entitled to have his identical grain re-delivered to him either in a railway car or other conveyance or, if a carload lot, to receive a terminal elevator warehouse receipt for the said identical grain.

If the elevator agent agrees to purchase and both parties agree as to the grade and dockage, the grain can be sold to the elevator and the special bin tickets exchanged for cash tickets.

GRADED STORAGE RECEIPTS

Graded Storage Receipts are issued for grain stored in the elevator for account of the owner of the grain. Grade and dockage must be agreed upon by the owner and the agent.

The holder of the receipt is liable for the elevation and storage charges specified in the Board's Regulation No. 21.

Upon surrender of the receipt and payment of all lawful charges, the holder is entitled to take re-delivery of the same quantity of grain of the grade specified on the receipt, either in a railway car or other conveyance and if the receipt or receipts cover a carload lot, to receive a terminal elevator warehouse receipt for grain of the same quantity and grade.

If the elevator agent agrees to purchase, the grain can be sold to the elevator and the graded storage receipt or receipts exchanged for a cash ticket.



INTERIM ELEVATOR RECEIPTS

Interim Elevator Receipts are issued for grain taken into storage for the owner's account but on which the owner and

elevator agent cannot agree as to the grade and dockage which must then be established by the Chief Grain Inspector or the Inspector in charge at an inspection point.

The holder of the receipt is liable for the elevation and storage charges specified in the Board's Regulation No. 21.

The receipt must specify the grade and dockage assessed by the elevator agent. When advice is received by the owner and the elevator agent from the Chief Grain Inspector or the Inspector in charge at an inspection point of the grade and dockage of the sample submitted, the agent will then issue in exchange for the interim elevator receipts, either a graded storage receipt or, if he agrees to purchase the grain, a cash purchase ticket.

CASH PURCHASE TICKETS

Cash Purchase Tickets are issued when the agent agrees to purchase the grain offered and the owner and agent have agreed on the grade of the grain and dockage therein.

The price for wheat, oats and barley will be the initial payment authorized by the Canadian Wheat Board and for other grain, the market price on the date of sale or as may be agreed upon by the owner and the Agent.

Once the ticket has been accepted by the owner, he has no redress as to grade, dockage or price unless the agent has failed to comply with the provisions of The Canada Grain Act or Regulations of the Board.

INTERIM CASH PURCHASE TICKETS

Interim Cash Purchase Tickets are issued when the agent has agreed to purchase the grain but the owner and the agent cannot agree on the grade and dockage. The receipt must specify the grade assessed by the elevator agent. The issuance of this ticket establishes the price as the price on the date of the issuance of the ticket. The owner may obtain an advance of part of the purchase price. On receipt of the Grain Inspector's grade and dockage, the agent will issue in substitution for the interim ticket, an ordinary cash purchase ticket on the basis of the Inspector's grade and the price of that grade on the date of the issuance of the interim ticket.

CLEANING RECEIPTS

A Cleaning Receipt is a special form of receipt authorized by the Board under its Regulation No. 18 and is issued in respect of grain delivered to an elevator for cleaning. After cleaning, the grain and screenings are returned to the owner of the grain. The owner surrenders the cleaning receipt to the Agent.

GRADING OF GRAIN

Grain is not officially graded at country elevators. It is officially inspected by the Board's Grain Inspection Branch as it moves through an inspection point (Winnipeg, Edmonton and Calgary) in railway cars en route to the terminal, or mill elevator or other manufacturing plant. This grading is checked when the grain is unloaded. Country elevator agents are required by their employers (the licensees) to have fair ability, from training and experience, to grade grain in accordance with the provisions of The Canada Act. The agent endeavours to so grade and bin the grain received into his elevator that when the grain is shipped the official grade agrees with his grade.



DEFINITIONS OF GRADES

The definitions for the statutory grades of Western grain are set forth in The Canada Grain Act, and the definitions for wheat, oats, barley, rye, flaxseed and mixed grain are given at the end of this booklet.

Commercial grades such as No. 5, No. 6 and Feed Wheat are named and defined each year by the Western Committee on Grain Standards.

STANDARD SAMPLES

The standard samples selected and settled by the Western Committee on Grain Standards are used as guides in grading grain in any of the grades to which the said standard samples relate, but the definitions of the grade govern the grading.

OFF GRADES

The Board names and defines "off grades" for all kinds or varieties of grain which cannot be assigned to any statutory or commercial grade unless specially treated or cleaned. The Board's Regulation No. 5 establishes off grades for Western grain

on account of excessive moisture, injury in drying, injury by scouring or washing, smut, excessive admixtures of other cereal grains or foreign material, musty, sprouted, heated, fireburnt or foreign odours.

	Percentages of Moisture — Tough and Damp Grades	
	Tough	Damp
Red Spring Wheat	14.6% to 17%	Over 17%
Durum Wheat	14.9% to 17%	" 17%
Barley	14.9% to 17%	" 17%
Oats	14.1% to 17%	" 17%
Rye	14.1% to 17%	" 17%
Flax	10.6% to 13.5%	" 13.5%

THE CAR ORDER BOOK

The railways are required under The Canada Grain Act, to provide each railway agent with a car order book. At a shipping point where there is no agent the railways can be directed by the Board to appoint a custodian of the car order book. Any person who owns grain which he desires to ship may request the railway agent or custodian to enter his application for a car in the car order book.

Owners of grain and elevator agents may make applications for cars at any time during the railway agent's or custodian's normal office hours. Applications must be received and completed by the railway agent or custodian in the order of the arrival of applicants at the place where the book is kept. The railway agent or custodian fills in the application which is then signed by the applicant. Applications are made out in triplicate and must be made out in the order in which they appear in the book. One copy of the signed application must be given by the railway agent or custodian to the applicant.

Two or more growers can jointly make application for a car but each of the applicants must sign the application personally or by proxy.

Elevator managers are permitted to have two outstanding orders in the car order book but no other person can have more than one outstanding order. A producer may authorize another person to sign an application in the car order book on his behalf but the person authorized to sign must file with the railway agent or custodian his written authority which is known as a "proxy".

Producers applying for cars in the car order book must specify:

1. The size of the car required (alternate car capacities may be indicated).
2. Kind of grain to be loaded (alternate kinds of grain may be specified).
3. Description of land on which grain was grown.
4. Elevator or loading platform at which to be loaded.

It is not necessary that the grain be available for loading when the application is made but within **three** hours of receiving notice from the railway agent that a car has been placed in accordance with his application, the applicant must give notice to the railway agent of his ability and intention to load. The loading must be completed in September, October and November, within twenty-four hours and at other times within forty-eight hours after giving notice of ability and intention to load.

If, after any car has been placed in accordance with any application, notice of ability and intention to load same has not been given within three hours, or if any such notice has been given and loading has not commenced within twenty-four hours after giving notice of ability and intention to load, the application will be cancelled by the railway agent. The car will then be assigned by the railway agent in fulfillment of the next application for a car of the same capacity at the place where such car then is.

A grower can at any time before the car is placed, providing he has not sold the grain to an elevator company, amend his application in regard to the place at which he desires the car to be placed, the kind of grain to be shipped or the size of the car required.

An elevator agent loading grain into a railway car supplied on the application of any person or persons other than the elevator agent shall not load into such car any grain other than the grain, or a like quantity of the kind and grade delivered by such person or persons.

A grower can have a car on order under his own name and may act as agent for a person or persons in making application for another car, but he is not entitled to act as agent for more than one application.

Bills of lading for cars loaded by or for growers must show the name of the farmer on whose account the car was loaded.

While a railway agent or other custodian of a car order book is not required to obtain proof that a grower making application for a car has the necessary grain to load the car, the terms of the application make applicants subject to the penalties of Section 63 for making untrue representation.

A car having been placed by the railway company shall not be moved before loading except on the direction of the railway agent.

Any person possessing evidence that improper entries have been made in the car order book should report such irregularities to the Board of Grain Commissioners. After inquiry, if the Board is of the opinion that any application has been improperly made, it may direct such application or applications to be cancelled and, if warranted, proceed to prosecution.

Sub-section 4 of Section 62 of The Canada Grain Act provides that, where an application for a car of grain has been properly entered in the car order book, a subsequent change in the ownership of the grain on or after delivery to a country elevator will not affect delivery of it to a car so ordered. Elevator agents should notify railway station agents when they have acquired grain for which they expect to use a car ordered in the car order book. It should be noted that "on or after delivery" refers to complete delivery of a carlot for storage. If individual loads are sold on delivery to the elevator the grain loses its identity and cannot be considered as part of the carlot.

The transfer of the right to load a car can only be exercised if the application for the car was made in the car order book before the grain is sold to the elevator company.

If only a portion of a carload has been delivered to an elevator when the car is supplied on the application and the grower is not able to immediately deliver the balance of the grain to complete the loading of the car in accordance with the provisions of Section 71 of The Canada Grain Act, then the application will be cancelled by the railway agent and the car assigned to fulfill the next application in the car order book for a car of the capacity of the car in question at the same elevator.

The name of the person who made the application for the car must be shown on the bill of lading issued in respect of such car, and this will be taken by the railway agent as *prima facie* evidence that the car has been loaded in accordance with the application in the car order book.

STATUTORY GRADES OF WESTERN GRAIN
RED SPRING WHEAT

Grade name	Standard of Quality				Maximum limits of foreign material			
	Minimum weight per measured bushel in pounds	Variety	Minimum percentage by weight of hard vitreous kernels	Degree of soundness	Foreign material other than wheat		Wheats of other classes or varieties	
					Matter other than cereal grains	Total including cereal grains other than wheat	Durum	Total including Durum
No. 1 Manitoba Hard.	62	Marquis or any variety equal to Marquis.	80	Sound and well matured.	Free	Free	Free	Free
No. 1 Manitoba Northern.	60	Marquis or any variety equal to Marquis.	65	Well matured, practically free from damaged kernels.	Practically free	Practically free	Practically free	About 1%
No. 2 Manitoba Northern.	58	Marquis or any variety equal to Marquis.	50	Reasonably well matured, reasonably free from damaged kernels.	Practically free	About 1%	About 1%	3%
No. 3 Manitoba Northern.	57	Any variety of Red Spring Wheat of fair milling quality excluding Garnet.	35	Excluded from higher grades on account of lightly frosted, immature or other light damage, reasonably well matured.	Reasonably free	About 2%	3%	10%
No. 4 Manitoba Northern.	56	Any variety of Red Spring Wheat excluding Garnet.	—	Excluded from higher grades on account of frosted, immature or other damage, reasonably well matured.	Reasonably free	About 2½%	4%	10%
No. 4 Special....	53	Any variety of Red Spring Wheat.	—	Rusted or shrunken but otherwise reasonably sound, reasonably well matured.	Reasonably free	About 2½%	4%	—
GARNET GRADES								
No. 1 Canada Western Garnet.	60	Garnet.....	75	Well matured, practically free from damaged kernels.	Free	Practically free	Practically free	5%
No. 2 Canada Western Garnet.	58	Garnet.....	60	Reasonably well matured, reasonably free from damaged kernels.	Practically free	About 1%	About 1%	10%
No. 3 Canada Western Garnet.	57	Garnet.....	35	Excluded from higher grades on account of lightly frosted, immature or other light damage, reasonably well matured.	Practically free	About 2%	3%	15%

AMBER DURUM WHEAT

Grade name	Standard of quality				Maximum limits of foreign material			
	Minimum weight per measured bushel in pounds	Variety	Minimum percentage by weight of hard vitreous kernels	Degree of soundness	Foreign material other than wheat			Wheat of other classes
					Matter other than cereal grains	Total including cereal grains	Red Durum	Total including Red Durum
No. 1 Canada Western Amber Durum.	62	Mindum or any variety equal to Mindum.	80	Well matured. Practically free from damaged kernels.	Practically free	About $\frac{1}{2}\%$	—	5%
No. 2 Canada Western Amber Durum.	60	Mindum or any variety equal to Mindum.	65	Well matured. Practically free from damaged kernels.	Practically free	About 1%	5%	10%
No. 3 Canada Western Amber Durum.	58	Any variety of Amber Durum.	40	Reasonably well matured. Reasonably free from damaged kernels.	Practically free	About 2%	10%	15%
No. 4 Canada Western Amber Durum.	56	Any variety of Amber Durum.	—	Reasonably well matured, but excluded from preceding grades on account of frosted or otherwise damaged kernels.	Reasonably free	About 2 $\frac{1}{2}\%$	10%	20%
No. 5 Canada Western Amber Durum.	54	Any variety of Amber Durum.	—	Frosted or otherwise damaged kernels.	Reasonably free	3%	10%	25%
No. 6 Canada Western Amber Durum.	51	Any variety of Amber Durum.	—	Excluded from preceding grades on account of damage or light weight.	Reasonably free	3%	10%	30%

RED DURUM WHEAT

All Red Durum Wheat and any other wheats containing over 10% of Red Durum shall be graded as "Canada Western Red Durum" irrespective of quality.

OATS

Grade Name	Standard of Quality		Maximum Limits of Foreign Material			
	Minimum weight per measured bushel in pounds	Varieties	Degree of Soundness	Seeds (See Note)	Wild Oats	Other Grains
No. 1 Canada Western....	38	95% White.....	Well matured, practically free from damage.	Practically free	About 1%	Practically free
No. 2 Canada Western....	36	90% White.....	Well matured, practically free from damage.	Practically free	About 2%	About 2%
No. Extra 3 Canada Western.	40	Domestic Oats, any variety.	Reasonably well matured, practically free from damage.	Practically free	About 2%	About 2%
No. 3 Canada Western....	34	Domestic Oats, any variety.	Reasonably well matured, practically free from damage.	About 1%	4%	4%
Extra No. 1 Feed.....	38	Domestic Oats, any variety.	Reasonably well matured and sound except as to frost.	About 1%	About 2%	6%
No. 1 Feed.....	34	Domestic Oats, any variety.	Reasonably well matured, but frosted, stained, or otherwise damaged. May contain 2% heat damage.	About 2%	7%	12%
No. 2 Feed.....	28	Domestic Oats, any variety.	Frosted, immature, stained or otherwise damaged. May contain 3% heat damage.	3%	12%	22%
No. 3 Feed.....	—	Domestic Oats, any variety.	Light weight, immature, damaged. May contain 5% heat damage.	3%	25%	33%
Mixed Feed Oats.....	—	Wild Oats predominating.	Reasonably sound, practically free of Oat Hulls.	About 4% knuckles, wheat heads or seeds.	—	40%

NOTE.—All grades shall be practically free of seeds and other material removable through a sieve with $4\frac{1}{64}$ " round perforations. The percentage tolerance of seeds specified in the grades shall refer to large seeds such as wild buckwheat.

BARLEY

Grade name	Standard of quality			Maximum limits of foreign material			
	Minimum weight per measured bushel in pounds	Variety	Minimum percentage of variety or type	Degree of soundness	Seeds (See note)	Wild oats	Other grain
No. 1 Canada Western Six-Row.	50	Any Six-Row variety equal for malting purposes to O.A.C. 21.	95	Sound, well matured, may contain slightly weather-stained kernels.	Practically free	About 1%	About 1%
No. 2 Canada Western Six-Row.	48	Any Six-Row variety equal for malting purposes to O.A.C. 21.	90	Sound, reasonably well matured, may contain weather-stained but not badly discoloured kernels.	Practically free	About 1%	About 1½%
No. 3 Canada Western Six-Row.	46	Any Six-Row variety of fair malting quality.	85	Practically sound, reasonably well matured, may contain weather-stained kernels.	About 1%	About 1%	3%
No. 1 Canada Western Two-Row.	51	Any Two-Row variety equal for pearling or malting purposes to Canadian Thorpe.	95	Sound, well matured, may contain slightly weather-stained kernels.	Practically free	About 1%	About 1%
No. 2 Canada Western Two-Row.	49	Any Two-Row variety equal for pearling or malting purposes to Canadian Thorpe.	90	Sound, reasonably well matured, may contain weather-stained, but not badly discoloured kernels.	Practically free	About 1%	About 1½%
No. 1 Feed	46	Any variety or type or combination of varieties or types.	—	Frosted, weather-stained or otherwise damaged, but sweet.	About 2%	4%	4%
No. 2 Feed	43	Any variety or type or combination of varieties or types.	—	Frosted, weather-stained or otherwise damaged, but sweet; may contain 3% heat damage.	3%	10%	10%
No. 3 Feed	—	Any variety or type or combination of varieties or types.	—	Excluded from the preceding grades on account of weight or mixtures; may contain 5% heat damage.	3%	20%	20%

SOUND.—Shall mean practically free from frosted, free from sprouted or heated kernels, and shall be reasonably free from broken, skinned, or otherwise damaged kernels.

SEEDS.—All grades shall be practically free of seeds and other material removable through a sieve with 41/64 inch round perforations. The percentage tolerance of seeds specified in the grades shall refer to large seeds, such as wild buckwheat.

RYE

Grade name	Standard of quality			Maximum limits of foreign material		
	Minimum weight per measured bushel in pounds	Degree of soundness	Percentage of Ergot after dockage removed	Matter other than cereal grains	Cereal grains other than wheat	Total foreign material including wheat
No. 1 Canada Western.....	58	Sound.....	Free.....	Practically free.	Practically free.	Practically free.
No. 2 Canada Western.....	56	Sound.....	Practically free.....	About $\frac{1}{2}$ %	About 1 $\frac{1}{2}$ %	About 2%
No. 3 Canada Western.....	54	Reasonably sound. Slightly damaged.....	Not more than $\frac{1}{2}$ of 1%.	About 1%	3%	5%
No. 4 Canada Western.....		Damaged with not more than about 5% heat damage.	Not more than $\frac{1}{2}$ of 1%.	About 2%	7%	10%
Canada Western Ergoty Rye.....		Excluded from preceding grades on account of ergot.	Over $\frac{1}{2}$ of 1%.....	About 2%	7%	10%
Canada Western Ergoty Rye and other grains.		Excluded from preceding grades on account of admixture of other grains. Rye predominating.	Over $\frac{1}{2}$ of 1%.....	About 2%	—	—

FLAX SEED

Grade name	Standard of quality		Standard of cleanness
	Minimum weight per measured bushel in pounds	Degree of soundness	
No. 1 Canada Western.....	51	Matured and sweet. May contain 12½% damaged seeds, including broken seeds.	Clean, commercially pure seed.
No. 2 Canada Western.....	50	Matured and sweet. May contain 25% damaged seeds, including broken seeds.	Clean, commercially pure seed.
No. 3 Canada Western.....	47	May contain 5% heat damage.....	Clean, commercially pure seed.
No. 4 Canada Western.....	44	May contain 10% heat damage.....	Clean, commercially pure seed.

Flax and Broken Grain—Shall be composed of flax mixed with broken grain of any description that cannot be classified under any established grade. Flax predominating.

MIXED GRAIN

Grade name	Composition	Predominant kind of grain	Standard of quality
No. 1 Canada Western Mixed Grain.	Wheat and other cereal grains and/or wild oats...	Wheat	Excluded from other established grades on account of mixture of other cereal grains; reasonably clean.
No. 2 Canada Western Mixed Grain.	Rye and other cereal grains and/or wild oats.....	Rye	Excluded from other established grades on account of mixture of other cereal grains; reasonably clean.
No. 3 Canada Western Mixed Grain.	Barley and other cereal grains and/or wild oats...	Barley	Excluded from other established grades on account of mixture of other cereal grains and wild oats; reasonably clean.
No. 4 Canada Western Mixed Grain.	Oats and other cereal grains and/or wild oats.....	Oats	Excluded from other established grades on account of mixture of other cereal grains and wild oats; reasonably clean.

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